

EXCURSION

To
JOHNSON CITY, TENN.

Tuesday, August 3rd., 1915.

Via

Piedmont & Northern Railway and Clinchfield and Ohio Railway.

Special Trains from Anderson and Greenwood, S. C., to connect with the "Clinchfield," at Spartanburg, S. C.

All tickets sold, Tuesday 3rd, with limit for returning on all trains leaving JOHNSON CITY before NOON SATURDAY, August 7th, 1915. Clinchfield trains returning arrive Spartanburg at 5:30 P. M. and make connection with Piedmont & Northern train leaving Spartanburg at 6:25 P. M.

The following schedule and very low excursion fares will be used:

Leave Greenwood, S. C.	6:00 A. M.	\$3.50
Leave Hodges, S. C.	6:20 A. M.	3.50
Leave Shoals Jct., S. C.	6:30 A. M.	3.50
Leave Donalds, S. C.	6:35 A. M.	3.50
Leave Honea Path, S. C.	6:40 A. M.	3.50
Leave Anderson, S. C.	6:30 A. M.	3.50
Leave Belton, S. C.	7:00 A. M.	3.00
Leave Williamston, S. C.	7:20 A. M.	3.00
Leave Pelzer, S. C.	7:25 A. M.	3.00
Leave Piedmont, S. C.	7:35 A. M.	3.00
Leave Greenville, S. C.	8:00 A. M.	3.00
Leave Taylor, S. C.	8:30 A. M.	2.75
Leave Chick Springs, S. C.	8:35 A. M.	2.75
Leave Greer, S. C.	8:45 A. M.	2.50
Leave Duncan, S. C.	8:55 A. M.	2.50
Leave Tucuman, S. C.	9:00 A. M.	2.50
Leave Spartanburg, S. C.	9:30 A. M.	2.50
Arrive Johnson City	4:30 P. M.	

FARES FOR CHILDREN: The fares for children five years of age and under twelve will be one half the fares named above.
FARES FROM FLAG STATIONS: The fares from flag stations will be reduced in proportion to fares named and conductors will sell tickets on the train.

A GRAND OPPORTUNITY to make a trip over the most wonderful piece of railroad construction in the country and a chance to visit the NATIONAL SOLDIERS HOME, a three million dollar institution maintained by the National Government. Just one mile from Johnson City.

BRISTOL, TENN.-VA. is only twenty miles North East of Johnson City and with convenient schedule Excursionist can make the trip for only a small additional cost.

GOOD HOTELS at Johnson City and arrangements have been made with one of the best in the city to take care of those going on this excursion at special reduced prices for both rooms and meals. Every thing has been done to add to the comfort and pleasure of the crowds—so don't forget the date and make your arrangements now to go and carry the whole family.

For further information apply to any Piedmont & Northern Railway ticket agent or write,

THEO. DEHOM,
Div., Pass. Agent,
Spartanburg, S. C.

C. S. ALLEN,
Traffic Manager,
Greenville, S. C.

Attention, Farmers!

If you have more oats or wheat than you need we will exchange anything we have for it and allow you a good price.

We have several nice driving horses that we want to sell or trade for mules, also have nicest line of buggies and carriages in the upper part of the State, which we want to sell or exchange for good sound mules.

We will guarantee more for cotton to be delivered this fall as part payment on buggies and carriages.

We Are The Farmers' Friend

Try Us and Be Convinced

Who paid the most for cotton last fall? If you don't know, ask your neighbor! We bought more cotton at ten cents a pound than any other concern in Anderson county. We did this simply to help our customers.

Let us paint and repair your buggy. We have a first-class rubber tire outfit, use best material and guarantee our price and quality of work. This department is in charge of an expert. Call around and let's do business together. We will appreciate you trade.

Yours very truly,

The Fretwell Co.

DUTCH COAL MINES BEING DEVELOPED

War Forces Holland to Depend More Upon Her Own Resources.

Hoensbroek, Province of Limburg, Netherlands, Aug. 1.—(Associated Press Correspondence.)—The miner's pick and drill were never so deftly yielded since Holland had a history as they are just now. Coal is in great demand. The Dutch mines are poorly developed and produce comparatively little fuel and it cannot be obtained in sufficient quantities from Germany and Great Britain at present to satisfy the calls of the various industries and public works dependent on it.

The limited production of coal in Holland is said by some to be one of the principal causes of the maintenance by this country of what they describe as friendly neutrality toward Germany. Even now, when a certain amount of coal is still coming in from the neighboring power, the authorities here are encountering not only in running the railroads, but in supplying fuel for the pumping stations all over the country whose operations keep the Netherlands from again becoming a swamp.

Holland has plenty of coal beneath the surface of her most southerly province—Limburg. The field, however has never been properly developed and the Dutch are now regretting their lack of foresight in this regard, which at a time when they feel they would like to be entirely free in their action, has placed them in a condition of dependence on Germany for an article which they need badly.

With these difficulties facing them since the beginning of the war, the mine-owners have made a brave showing, but they have been still further handicapped by the mobilization of the Dutch army, which took away many of their best men, and by the Belgian plumes, many of whom had been employed in the mines in the province of Limburg.

Although Holland occupies only very low rank in the coal-producing countries of Europe, its mines are probably the most ancient, their records showing workings near Kerkrade as early as 1113. The pits now owned and worked by the states were for many centuries exploited by monks from the Abbey Kloosterade, who continued their mining operations until as late as 1795. The pits, now named the Wilhelmina, the Emma and the Hendrik, gave employment to 167 officials and 4,332 pitmen, of whom some 500 were called up for service in the Dutch army in August and the following months, while members of their German fellow-workmen also had to leave to fight their country's battles. Owing to the lack of experienced miners in Holland, it has become necessary to fill their places with foreigners, many of them Belgians, who fled from their own country after the German invasion.

Besides the state mines there are privately owned coalfields in Limburg and North Brabant, while borings have been made also in Overijssel and Gelderland. As these altogether produce only about 1,000,000 of the 5,000,000 tons annually required by Holland, the remainder is usually imported from Germany and Great Britain.

The German mines, since the war started, have continued to supply 40 per cent of their usual annual quantity to the Netherlands, but England has declined to permit the export of steam coal in any large quantity. Manufacturing concerns and municipalities turned to America for supplies, but the freight rates from the United States to Dutch ports were so prohibitive—the minimum reaching \$8, per ton more than the rate from Germany—that nobody would buy. Amsterdam alone, for instance, requires 250,000 tons a year to furnish the city with gas, and this would mean an additional outlay of \$2,000,000 per annum. The Dutch capital, therefore, has cut down its supply of gas, and its street lamps are extinguished early in the night, the example being followed by The Hague, Enschede, Briel and other cities.

Peat enters always largely into the fuel supply of Holland and, in consequence of the shortness of coal, has been more called for than ever. Many private households have resumed the consumption of peat fuel, and its peculiar smell is now encountered everywhere in Holland.

Careful Maiden.
Lady (to maid, who has announced her intention of leaving to get married.)—I hope you realize, Mary, that matrimony is a serious matter?

Mary (earnestly)—Oh, yes, mum, I've been to two fortune tellers and a clairvoyant, an' looked in a sign-book, an' dreamt on a lock of his hair and bet to a palmist, an' they all say it's all right. I ain't one to marry reckless like, mum.

Indictments Likely.
Chicago, Aug. 4.—The state grand jury has practically concluded the Eastland investigation. It is reported that a number of indictments may be voted on charges of manslaughter, criminal carelessness and conspiracy.

A. F. L. to Investigate.
Chicago, Aug. 4.—Samuel Gompers, president of the American Federation of Labor, announced here today that federation officials will investigate the sinking of the Eastland.

No Strike at Krupp Works.
Essen, Aug. 4.—advice from Essen say the demands of the Krupp munition works employes have been granted and a serious strike averted.

Personal

Mrs. D. B. Thornton and children left yesterday morning for several weeks' visit to relatives in Hart and Elbert counties, Georgia.

Mr. W. A. Jones of Belton was among the business visitors in the city yesterday.

Mr. J. A. Brown of Elbert county, Ga., was in the city yesterday on business.

Mr. and Mrs. G. A. Green are visiting in Abbeville for a few days.

Mr. A. K. Forney, one of the leading attorneys in Thompson, Ga., is visiting in the city this week.

Miss Marlon Brown of Pacolet is the guest of Miss Ethel Johnson on East Whitner street.

Capt. Forney, commandant at Roswell Military academy, Roswell, New Mexico, has returned home after spending several days here.

Miss Onie Johnson left yesterday morning for Gaffney where she will spend several days.

Mr. Herbert Allen of Abbeville was in the city yesterday.

Dr. W. W. Watkins of Pendleton was in the city yesterday on business.

Mr. E. G. Evans was a business visitor from Pendleton yesterday.

Miss Aneska Hunter has gone to Pendleton to spend two weeks.

Miss Sara Frances Glenn of Clinton is the guest of Miss Clarice Townsend.

Miss Annie H. Garlington of Laurens is the guest of Mrs. E. C. Garlington on River Heights.

Prof. J. B. Bonner of Pelzer was a business visitor in Anderson yesterday.

Magistrate C. E. Maret of Townville was in the city yesterday.

Mr. John Manly of Williamston was among the visitors in the city yesterday.

Mr. Joe Ligon and little daughters, Misses Virginia and Mildred, were in the city from Iva yesterday.

Miss Mabel Pratt has returned to her home in Due West after spending several days with Mr. and Mrs. W. Dean Simpson and Miss Essie Simpson.

Mrs. M. E. Cromer and Miss Cromer of Townville and Mrs. W. O. Merritt of Roberts were in the city yesterday.

Mrs. Henry Moseley, Mrs. Dewitt Barnes and Mrs. Wm. Thompson have returned to Lowndesville after spending a few days in the city.

Mr. Will Wakefield has returned from Hendersonville where he spent a few days.

Mr. Dawson Smith of Pendleton was a visitor in the city yesterday.

Mrs. Claude Martin of Neal's Creek was in the city shopping yesterday.

Messrs. H. B. Fould of Philadelphia, Pa., and E. C. Mimms of Rochester, N. Y., were jewelry drummers in the city yesterday.

Mrs. E. N. Holiday is spending several days with her mother near Due West and with friends in Greenwood.

Mr. J. C. Lomax has returned from Lowndesville where he spent the past week with his sisters, Mrs. Bryan and Mrs. Meschine.

Dr. Claude Harris is spending a few days at Highlands, N. C.

The Equitable Building.

When the old Equitable building was completed in 1870, passenger elevators were first installed for the convenience of tenants; the upper stories were quickly occupied by professional men and corporations and then followed an unexpected revolution in building construction in New York. Skyscrapers became the order of the day, and while the Equitable building of forty-five years ago can justly be regarded as the parent of the skyscraper, it was not many years before it was completely dwarfed by towering business blocks. It will be some time before the Equitable building just finished will be placed in a subordinate position among New York business edifices. Under the present business conditions and the existing demand for such accommodations, no one would consider the construction of a larger building, or even one as large, a prudent investment; and so the Equitable will, in all probability, be the "biggest office building" for many years.

The Equitable building was constructed by, and together with the land, is owned by the Equitable building corporation, of which General T. Coleman Du Pont is president. There has never been an office structure of any consequence built in New York City in which the chief owner took a more active personal interest. The hand of General Du Pont was constantly on the throttle, and he was the center from which all action and enthusiasm radiated.—"The World's Greatest Office Building," William Clayton, in National Magazine.

WOULD EXTEND JAPAN'S TRADE IN PHILIPPINES

Dr. Miyama Thinks Islands Offer Great Market for Japanese Goods.

Tokio, Aug. 4.—(Associated Press Correspondence.)—"Expand Japan's trade in the Philippines" is the message which Dr. K. Miyama brings back to his fellow countrymen after an extensive business trip throughout the American archipelago. Dr. Miyama sums up his impressions in an article which he calls: "Japan in the Philippines."

Unquestionably, Dr. Miyama thinks the islands offer a much greater market for Japanese goods.

Pointing out that after the United States comes England and then Japan in point of trade, the writer remarks that notwithstanding Japan's geographical advantage over her rivals she has been able to surpass only Germany and China in trading with the islands. The Chinese, he says, are especially strong in the interior, but he thinks the natives have little respect "for the cunning Chinese whose ways they do not like."

As for anti-Japanese sentiment, Dr. Miyama is happy to say he found none at all. He says: "The natives, suffering to some extent from white oppression, have little real respect for their masters. In fact there seems everywhere to prevail a warmer friendship for the Japanese than for any other race, even the savages showing their kindnesses." Both the American authorities and the natives, he declares, welcome the Japanese and treat them with due consideration.

"The authorities are especially anxious to introduce more labor from Japan as the Japanese prove more satisfactory in this respect than do the natives. The white hemp companies utilize Japanese labor as far as they can with very satisfactory results. Thus the demand for Japanese labor in the Philippines is almost unlimited at present. New plantations are always being created; and the new industry of abaca promises a phenomenal development that will stand further increase the demand for labor."

Dr. Miyama notes that in the production of pearls the Japanese lead as they are the most fearless and skilful divers; indeed they now almost monopolize this enterprise. One big Japanese company has forty-three boats and fishes by machinery. But the business is now suffering from depression caused by the war in Europe.

The writer sees no reason why Japan should not supply to the Philippines what was formerly supplied by Germany and furnish some of the things which now come from the United States. There is an increasing demand for Japanese matches and for cement and leather of all kinds. "Most of the shoes worn by the Philippines," he says, "are imported from the United States, but the natives have wide feet to which

shoes made in Japan are more adapted. We should supply them."

Many things which are now going to waste in the Philippines, he thinks, could be profitably exported to Japan and made good use of. Likewise, much Filipino raw material could be imported into Japan, manufactured, and then sold as exports.

President Moore of the Exposition.
This natural triumph, reflecting the evolution of progress, has not been accomplished without work and without leaders. The addresses on opening day are classics in comprehensiveness and brevity. The dynamic enthusiasm and earnestness of Mr. Charles O. Moore, president of the exposition, sparkle in his gray eyes, and his features flashing with determination, show why results have been secured against tremendous odds. In the California building day after day, speaking and meeting representatives from all nations of the earth, President Moore is fulfilling the

higher functions of this eventful gathering that even transcend the exhibits and glory of buildings, for the exposition is making friends for America the world over. Strangers coming from all parts of the world, even our nearby neighbors, depart knowing the real United States.—"A Trip Overland—The Exposition," by Joe Mitchell Chapple, in National Magazine for June.

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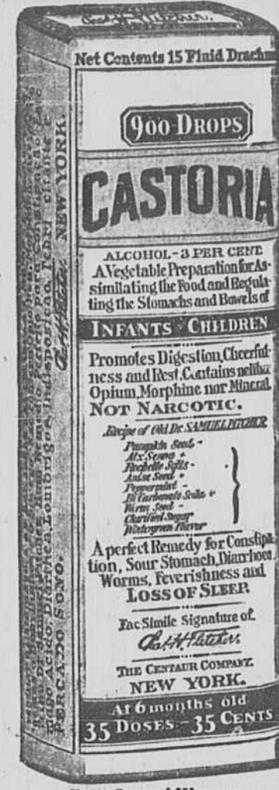
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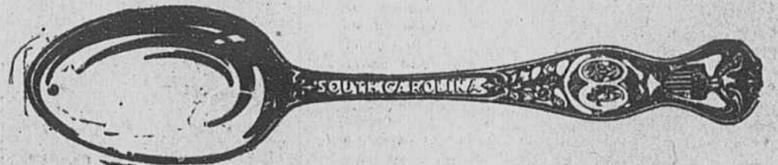
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